

## **10. NEIGHBORHOOD STRATEGIES**

### **INTRODUCTION**

Certain neighborhoods within Enfield have been the subject of special studies as part of the update to the Plan of Conservation and Development. Generally, these neighborhoods are locations with a special historical role in the community - Thompsonville, Hazardville, Enfield Street. But also included are some more modern sections of the Town.

### **THOMPSONVILLE NEIGHBORHOOD STRATEGY**

It is five years since an earlier revitalization strategy for the neighborhood was developed. Much has been accomplished, but certain hoped for new development of housing and commercial activity has not yet occurred. The demographic and economic support for new construction was marginal at the time of the original plan, but neighborhood household and income levels were forecast to improve. The most recent population and income data is presented below and considered in light of the earlier plans and forecasts.

The 1992 study forecast that 1995 total households in the primary and secondary market would be 4,121 which was about a 4% growth in the neighborhood. By 1997 actual households have increased by 3 households to a total of 3,967. This represents a stable situation, not a growth situation. Claritas, Inc., data forecasts for the area to 2002 project a 0.45% decline to a neighborhood total of 3,949.

The statistical information suggests the likelihood of reduced support in the market for new construction. However, actual market data reported by property managers at Bigelow Commons indicates they are 100% occupied as of September, 1997 and have had a waiting list for the past 5 months. It is possible that this occupancy may have come at the expense of higher vacancy at other neighborhood properties, but the Bigelow Commons would seem to be a market niche apart from the bulk of the neighborhood housing.

Household average income levels in the neighborhood have increased and aggregate income in the Thompsonville area has increased since the 1992 Strategy was prepared. However, the rate and amount of income growth is not as great as had been projected and the growth rate is forecast to slow down. The 1992 report forecast annual household increases averaging about 4% annually. Between 1990 and 1997 the actual rate of increase has only been about 2%.

The new demographic data suggests that, while the economy and real estate market in Connecticut is improved from 1992, the earlier forecasts for housing and income growth appear optimistic compared to actual changes since then. The housing and commercial development new construction projects envisioned for the neighborhood in the revitalization plan may have less population and income support than had been anticipated.

Since the revitalization strategy was established for Thompsonville in 1992, progress has been made to correct key weaknesses in the neighborhood. Bigelow Commons Apartments reached 100% occupancy in 1997. Access has been improved with better signage from I-91. Appearance has been improved with improved landscaping and lighting. Some private rehabilitation and historic preservation has been encouraged. Recreational assets have been upgraded to add walk and bike paths and a boat launch into the Connecticut River.

Basic strengths in place in 1992 continue to prevail. The neighborhood retains its good access from I-91. The area is amenable to pedestrians and the street system is conveniently laid out. Facades offer nostalgic architectural appeal of an earlier time. The area is convenient to the river and has a cluster of open space and recreational amenities.

Additionally, there is a substantial residential neighborhood of multi-family housing as well as one and two family homes. The housing stock appears to be in average condition overall, considering age, with scattered buildings in need of repair and renovation and a small number in need of more serious rehab or demolition.

There are also a collection of institutional uses which lend stability to the area such as Enfield Town Hall and Town Green, the T. Alcorn Elementary School, the Pearl Street Library, the LaMagna Community Center, Holy Cross Church, St. Adalbert Church and School, St. Patrick's Church, Mount Carmel Hall and Field, Thompsonville Senior Center and the Thompsonville Fire Station.

On the downside, certain weaknesses perceived in 1992 continue to persist. These are mainly associated with the competitive market position and development potential for both residential and commercial activity. The area lacks a retail identity as a shopping center. New convenience, community and regional retail facilities continue to locate along Route 5 and in the Mall vicinity and these areas are sufficiently convenient to Thompsonville to undermine the local market for competitive sales.

The competitive edge to fill space in Thompsonville Center has to be price. When price support is weak, it is difficult to justify new construction or substantial rehab/reuse projects. Several of these were proposed in the original plan, with development subsidies as necessary to underwrite development costs. However, notable buildings remain vacant and boarded, the Casket Factory on River Street, a former Post Office on High Street, the former Strand Theater and a church at Main and Church Streets. While problems of appearance and signage have been addressed, the overwhelming competitive retail facilities (mall area) at the edge of the neighborhood, make new retail development along Main and Pearl Street as well as the reuse of the structures noted above an uphill battle.

The municipal responsibility in revitalizing Thompsonville is the continued implementation of such public capital improvements as have been constructed over the past five years to enhance the neighborhood as a place to live and to do business. This public investment should be combined with the use of available economic and community development programs to assist and encourage private property owners in the development and improvement of their properties consistent with the established plan for the neighborhood. Moving forward, this plan should continue to encourage convenience retail, office and restaurant uses which want to come into the area and to foster home ownership and residential property maintenance. It might additionally expand the permitted range of uses beyond the traditional retail categories.

As part of the current planning effort, a neighborhood meeting was held in Thompsonville Center to allow citizen input and discussion of issues for consideration in the update of the Town's Comprehensive Plan of Conservation and Development. The persons who attended offered the following commentary on Thompsonville. Their likes included the convenient location of Thompsonville along with its small town "walk around" scale and historic character. Their dislikes were the reduced economic role of Thompsonville Center, the difficulty for pedestrians to cross Route 5 and the lack of public transportation and adequate off-street parking.

Issues which concerned residents going forward were the desire for more "village like" charm to the town center, broadened land uses permissible in commercial districts, a better walkway system, reuse of the Strand Theater and protection and enhancement of neighborhood landmark buildings. Several mentioned Sylvia's restaurant, as an example of a distinctive niche, a business that fits well into a location like Thompsonville. The restaurant has a strong following of patrons and the culinary school offers a service that is not easily found elsewhere and generates activity during non-dining hours. Marketing Thompsonville to niche retailers, restaurants and perhaps artisans and artists was suggested as a marketing focus for commercial revitalization.

### **UPDATED THOMPSONVILLE CENTER PLAN**

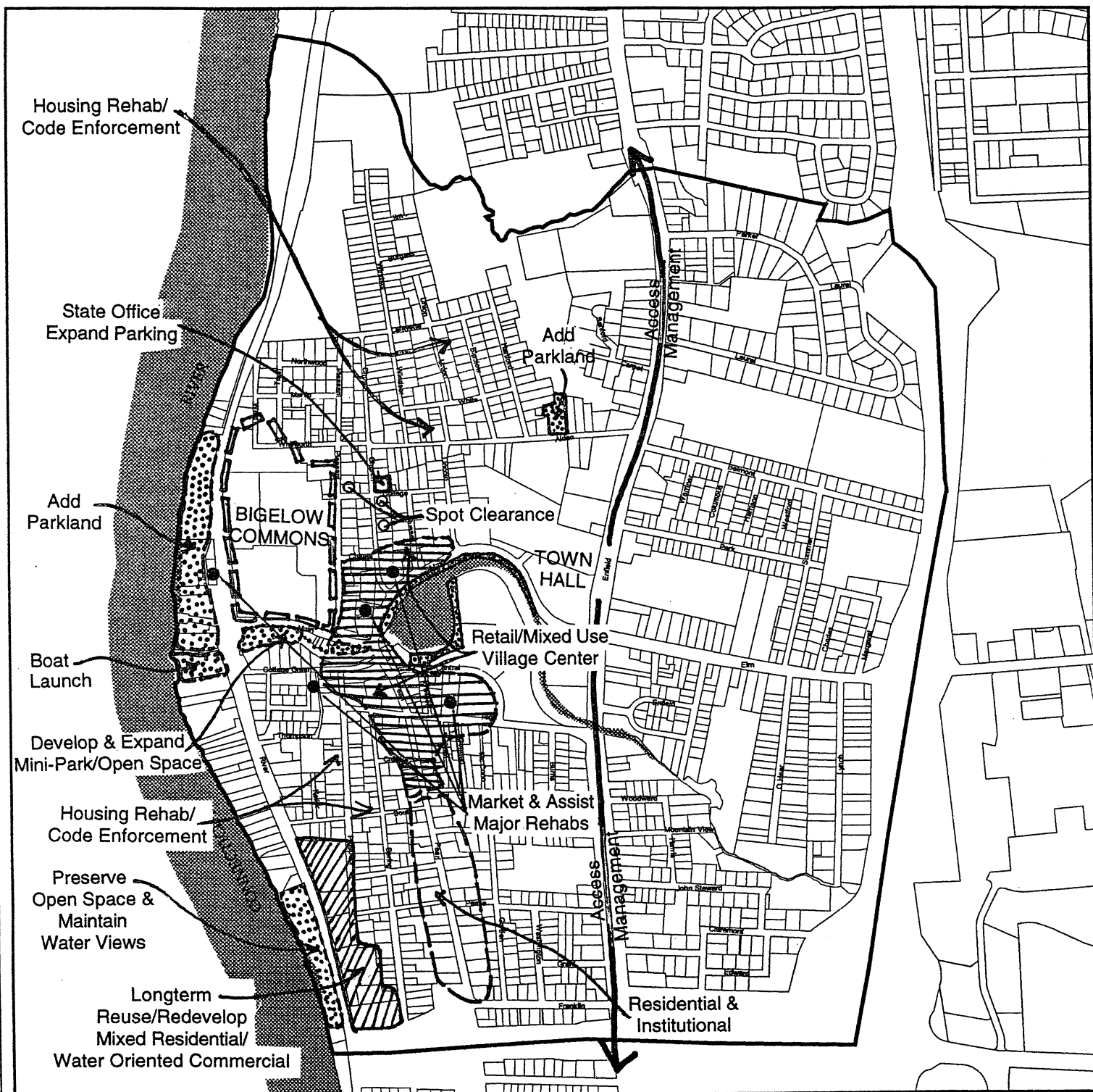
The general vision for Thompsonville Center remains constant. It is intended to be a close knit mixed use neighborhood. Uses are clustered in groups consistent with historic land use patterns. The historic character and comfortable pedestrian amenity are intended to be protected and enhanced. The presence of some scattered blight and deficient housing conditions is recognized and available community financial programs, incentives and regulations should be applied to correct these conditions and conserve the long term value and viability of Thompsonville properties. Landmark buildings and institutions are noteworthy contributors to Thompsonville character and vitality and they should be protected, recycled to active use when possible and provided community support in their improvement.

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The on-going revitalization plan for Thompsonville Center is illustrated on the accompanying map. The strategies include the following and are not listed in order of priority:

1. Continued application of available programs to support housing rehabilitation and conservation along Thompsonville's residential streets.
2. Identify severely deteriorated structures which represent a hazard and a blighting condition and demolish the structure. Recycle the site to parking or yard as appropriate at the particular location.
3. Continued preference to pedestrian friendly retail, office and service uses within the TV (village center), zoning district, with use of the established special permit procedure to accommodate consideration of a broader array of uses which may need to be judged on their individual merits and whether they support the revitalization strategy.
4. Provide municipal tax incentives and such financial support as is available from Community Development Block Grant (CDBG) and Connecticut Department of Economic and Community Development (DECD) programs for private redevelopment/reuse of the Strand Theater, the vacant church at the corner of Main and Church and the High Street Post Office.
5. Place less emphasis on new construction on infill sites and concentrate efforts and funds on occupancy and enhancement of existing properties. An incremental investment in an existing property is likely to be more financially feasible than a denovo investment in new construction.
6. Add to the open space and recreation network in the neighborhood with acquisition of additional open space parcels along the Connecticut River. Also consider acquisition of vacant Alden Avenue parcel adjacent to rear of open space area to provide improved open space access and increased utilization.
7. Develop an outreach program to specialty retailers, restaurants and services that could operate in the type of space available in Thompsonville and promote a cluster of enterprises that enhances Thompsonville's appeal to a "destination" level, building on historic ambiance, village scale, waterfront access and satellite location to regional malls.
8. Continue to promote the concept of a local train station to state and regional transportation planners. Utilize a specialty event to promote interest in reactivating a train stop in Enfield.
9. Maintain the Route 5/Elm Street intersection as the "gateway" to Thompsonville. Encourage new uses of the commercial space here to employ facade treatments and signage motifs that

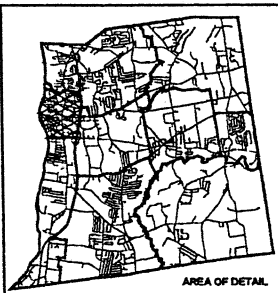


## Thompsonville Center Update Revitalization Plan

Planning and Zoning Commission  
Town of Enfield, Connecticut  
Plan of Conservation  
and Development



HARRALL - MICHALOWSKI  
ASSOCIATES, Incorporated  
Hamden, Connecticut December 1997



AREA OF DETAIL

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enhance the area appearance. Consider municipal acquisition of vacant properties for expansion of the gateway landscaping across Route 5. Also encourage municipal destination uses be located in Thompsonville.

10. Continue to promote Freshwater Pond and Brook as a focal point of the Thompsonville Village Center with ongoing maintenance of the landscaping around the pond. Expand the park area as proposed in the earlier strategy to include a mini park at Main Street west of the pond. Also, consider extending the park and walkway further west on Main Street, creating a stronger open space linkage to the river boat launch site.
11. It does not appear that any additional zoning revisions are required to obtain the desired level of regulation and encouragement of restoration. Existing buildings gain some economic benefit from current zoning as greater density is permitted on developed lots than can be created from new construction. This condition should be promoted to encourage building renovation in Thompsonville.

### ENFIELD STREET NEIGHBORHOOD STRATEGY

Route 5 is the historic north-south route from New Haven through Enfield in Connecticut and continuing through Massachusetts and Vermont. The highway has been supplanted as a through route by I-91 and today most travel along Route 5 is local.

In Enfield the Route 5 corridor goes through several "personality" changes as it passes through town. At its southern end in Enfield, close to the East Windsor town line, the road is a mix of residential uses and increasingly commercial and industrial activity. There are warehousing and distribution facilities off Depot Hill Road and a new office park on King Street. This section has the greatest potential for future development with large tracts of vacant land and parcels in agricultural use.

From King Street north to Freshwater Brook the street is more consistently a mix of residential and institutional uses. Many of the homes date to the late 18th and early 19th century and represent fine examples of Federal, Greek Revival or Georgian Colonial architecture. This stretch of the road has been designated as a local historic district and it shows as a historic district on the State of Connecticut's Plan of Conservation and Development.

From Freshwater Brook northerly to Longmeadow, Massachusetts, the activity along the highway is predominantly commercial, but with some remaining stretches of residences that can be expected to come under increasing pressure for commercial redevelopment.

Zoning along the highway supports the established land use pattern. At the southerly end on King Street there are districts identified for industrial and commercial uses - BG, BE, I-2 and I-1. There

are also some sections which are residential in either an R-33 or R-44 category. The existing land use and the zoning in this area present the prospect for continued conflict between residential and industrial development.

From King Street north to Hazard Avenue the Enfield Street section of Route 5 is zoned HR-33, which is a residential district limited to single family residences and institutional activities. North of Hazard Avenue there is a stretch of road zoned R-33 which, similar to HR-33, is mostly residential, but it also allows two family dwellings. From Freshwater Brook north to the state line, most of the road is generally commercially zoned in either a BL or BG zoning district, with some short stretches of R-33 and I-1 designations.

The zoning for the corridor is generally consistent with long standing land use plans. The 1965 Plan of Development proposed industrial uses at the southerly end, residential at moderate density from King Street to Freshwater Brook and general commercial from the brook to the state line. The 1965 density designation was for 2.5 families per acre.

In the 1987 Plan update there were some changes proposed along the corridor, which were subsequently adopted. Basically, the residential areas had been previously zoned R-17 (2.5 families per acre). The 1987 Plan resulted in zone changes of such areas to either R-33 or HR-33, reducing density for new construction to about 1.3 families per acre.

A long standing concern along Route 5 has been traffic conditions. Residential area residents have been concerned over volumes, noise and safety. Commercial areas have raised concerns over congestion. In the 1965 Plan, proposals were made to widen the highway from Hazard Avenue north to the State line and to install improved traffic signalization at key intersections. Such improvements have been made over the years. Seventeen signals regulate traffic flow and control intersections along Route 5. Additional capacity expansion is not a likely solution to continuing concern over traffic. Increasingly, traffic management strategies are employed to control traffic problems along this type of arterial route. Land use control and site planning frequently are the means to modulate traffic and match traffic generation with roadway capacity.

Interestingly, traffic volumes on an Average Daily Traffic basis have declined along Route 5 over the past 5 years. Counts for identified stretches are shown in the table below for 1992 and 1996. During this same time period, volumes have increased on I-91 which reflects its use as the primary north-south route for both interstate and intra-town purposes.

**Table 25**  
**Route 5 Traffic Volumes**

	1992	1996
East Windsor Town Line to Depot Hill	7,200	5,400
to Weymouth Road	7,400	7,400
to Exit SB I-91	13,100	11,700
to Access EB 190	14,300	12,900
to Exit WB 190	13,600	14,800
to Route 220, Elm Street	15,700	14,100
to Brainard Road	14,500	13,700
to Exit SB I-91	10,300	10,500
to State Line	16,300	14,900

Enfield Street is also notable as a focus of community institutions and community facilities. These include public and parochial schools, churches, town hall and others.

A neighborhood meeting was held to obtain citizen input on the 1998 Plan update. A survey was also circulated to neighborhood and community residents. Issues which were evident from the meetings and the survey responses were the local popularity of the historic district and a recognition that it was a key contributor to Enfield's image and identity. There was concern expressed over the traffic levels along Enfield Street and there was some worry that changes to homes along the street could result in a loss of historic character. Another concern was the types of uses that would be going into industrial areas at the southerly end of the corridor and the prospects for success of the office park there.

Most of the prevalent issues and concerns have been addressed in prior plan updates and implementation. Residential density of zoning was reduced which should help limit traffic and preserve historic homes. An historic district was established which controls changes to homes within the district to make certain they are appropriate. Roadway and traffic improvements have been implemented in the Thompsonville stretch of the road as well as extensive "gateway" landscaping improvements to enhance the appearance there.

There are three areas which the consultant considers to require specific attention in the 1998 Plan update. The areas of the corridor which seem most susceptible or desirable for change are the commercial strip north of Town Hall, the "Thompsonville Gateway" at the intersection of Route 5,



Elm Street and Main Street and the development of office park and industrial park locations at the southerly end of the corridor. Therefore, the focus of our recommendations for update activities is incremental, looking at those areas along the corridor which seem most likely to present development issues during the coming ten years.

### **Upper Enfield Street - Town Hall to the State Line**

Since the 1965 Plan was adopted, this stretch of highway was envisioned as a general commercial strip. Development has proceeded to be a mix of community retail services and highway retail, with some established residential stretches remaining.

In the coming years it can be reasonably anticipated that there will be increased pressure to convert the residences on the highway to commercial activity. This will be particularly true as the commercially zoned areas in the vicinity of the mall are absorbed.

Some of the development has been in the nature of contemporary retail plazas, with a large parcel planned for multi-tenant use around a common parking area. Other development has been individual outlets on smaller lots. Commercial properties fall under the standard of BG or BL zones which are shown below.

**Table 26**  
**Enfield Street Zoning Standards**

	<b>BG</b>	<b>BL</b>
Minimum Lot Area	30,000 sq.ft.	22,500 sq.ft.
Minimum Front Yard	60'	40'
Minimum Frontage (width)	150'	150'
Minimum Side Yard*	20'	10'
Minimum Rear Yard	20'	20'
Maximum Coverage	20%	25%
Maximum Height	24'	36'

\* One side yard may be eliminated for masonry party wall.

All business uses require site plan review and approval by the Enfield Planning and Zoning Commission. Site plans must show boundaries, contours, utilities, access and parking, location and ground elevation of structures, preliminary floor plans, exterior elevations and proposed landscaping.

Established standards for parking call for a minimum set back from the right-of-way of 10 feet which shall be a landscaped area. Additionally, if a retail site is across the street from a residential area or abuts a residential area to the side or rear, then additional buffer yards are required ranging from 25' to 35'.

There are established sign standards in these districts. Sign area is limited to 300 square feet and total signage area on a lot is limited to 2 square feet per linear foot of front wall. Specific attention is paid to free standing signs which are limited to 20' in height with a maximum area of 32 square feet per side on lots over 3 acres and 50 square feet per side on smaller lots. Only one free standing sign per lot is allowed.

A review of the land use along this section of Route 5 indicates there are several lots which are non-conforming as to minimum lot size. It was also observed that at many commercial locations the 10' landscape strip between the street and parking was omitted and at others where there was a landscape strip it was probably located within a part of the state right-of-way, rather than behind the right-of-way line.

### **PROPOSALS**

Concerns along this stretch of the highway include appearance of development and access management. Enforcement of the landscape requirement and limitation of driveways to one per residential use and one per 150 feet of frontage for commercial uses are potential approaches to these concerns.

Since a change of use can impact the on-site parking requirements, a new site plan should be submitted to the Planning and Zoning Commission for a use change and part of the plan review should be encouragement to the owner to improve landscaping, parking and access management within the limitation of the existing site. Where there is insufficient lot depth to provide the required buffer at the front, a low wall or hedge might be required as a substitute.

The present regulations restrict conversion of residential structures in commercial districts to offices only. Conversions should be closely monitored to assure adequate parking and landscaping. Where there remain stretches of residential zoning along the roadway, future zone changes should only be considered when the majority of the remaining residences are in support and when the individual sites are assembled to meet the minimum lot standard of the commercial district.

### **Thompsonville Gateway**

Road, traffic, landscape and municipal facility improvements have been implemented at the intersection of Main Street, Elm Street and Route 5 over the past ten years to create a much

improved “gateway” appearance for Thompsonville as well as the Town as a whole due to the presence of Town Hall and a stronger “sense of place” at this point on Route 5. At the intersection there are presently some vacant properties; lots improved with buildings, but absent tenants. The Freshwater Brook greenway runs along the brook and Main Street to touch this intersection. The gateway image and sense of place could be upgraded here by acquisition of additional properties by the Town to extend the park across the street and around the intersection and potentially creating a continuing greenway to the east. This greenway concept could be extended through a large undeveloped parcel between Elm and Park. This parcel contains a significant wetland area. A further extension of the greenway could include the Mount Carmel grounds and right-of-way along I-91. The acquisition of the corner parcels would provide opportunity for traffic improvements such as turning lanes and for increased gateway style landscaping. Buildings with historic character might be used for a municipal or non-profit function that would maintain a character supportive of the improvements already made by the Town. If the Town chooses not to acquire land to accomplish gateway goals, private development initiatives should be required to accomplish similar goals.

### **Kings Corner Section of Route 5**

The Kings Corner section of Route 5 is likely to be one of the prominent economic development locations within Enfield over the long term. The area has extensive acreage available for development which have been classified as I-1, I-2, BG and BE. Some of the vacant land has development limitations related to wetlands and watershed protection. The area is conveniently situated between interchange #46 and #45 on I-91.

There is a significant office development (Metro Center North) which has never been occupied with additional land available for development. There are also vacant, abandoned industrial/commercial properties in the Depot Hill Road area.

Issues which appear likely to arise along this section of Route 5 are a conflict between some established residences along the frontage and the development of the more extensive rear land. As noted above, there will also need to be attention given to site planning since much of the lands available are spotted with wetlands and crossed by small watercourses. Site planning in this area should also focus on providing ample buffer areas to adjacent residential parcels and retaining the drainage storage capacity of the land. Access to the river west of Route 5 and the character of development appropriate to the riverfront are also evident issues in the neighborhood.

The intermediate range outlook for industrial and office space demand is likely to be only modest. Substantial growth in space needs are forecast for office use in Hartford and Hampden Counties, but Enfield has approximately 280,000 square feet of vacant office space available according to listings maintained by the Connecticut Economic Resource Center (CERC). Industrial space demand is not growing significantly since manufacturing has continued to decline as a component of the State

economy. There is an existing inventory of industrial space available in Enfield in excess of 190,000 square feet according to CERC listings.

Nevertheless, the commercial, industrial and office uses already established in Enfield have proven to be important contributors to the local economic base and grand list and over the long term continued economic development will be important to keep the economy vital and to expand a grand list to support the services for local residences. The location of the Kings Corner office/industrial area is beneficial in that development here is likely to generate a traffic pattern that focuses on I-91 and does not draw a lot of traffic through the balance of the community on the way to or from work. Much of the public opinion expressed at the neighborhood meetings and in the survey supported the desire for an increased economic base with little support for expansion of the retail sector. The expansion of office and industrial uses in this Kings Corner area supports this desire.

Some lands along Depot Hill Road next to the Connecticut River are already in Town ownership for open space and recreation. Consideration should be given to adding other vacant riverfront parcels to the Town holdings and improving waterfront access and amenities. Proximity of such an open space and recreation resource to an office park and industrial park can be a drawing card for users who are looking for greater amenity to attract and retain high quality employees. This whole area would seem to be appropriate for a focussed redevelopment program to re-use vacant properties, encourage new development and link to the river. There is a general need to revitalize this area to support other economic base activities while increasing access to the river.

The recommendations for the Route 5 Corridor are summarized on the Route 5 Strategy Plan which follows this page.

### **HAZARDVILLE NEIGHBORHOOD STRATEGY**

Route 190 (Hazard Avenue) runs east-west through Enfield and is a principal arterial connecting local roads and points east with I-91. At its westerly end in Enfield, this is the only route which provides a river crossing to Suffield. The character of the corridor from South Road easterly to Somers is that of a small town main street. The development is most intense in the immediate Hazardville Center vicinity and then becomes more rural toward Somers.

#### **Traffic**

Traffic volumes within the study area are highest in the more built up stretch of the road in the western portion of the study area. Department of Transportation data for 1992 and 1996 indicated average daily traffic as follows:

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Location	Traffic Volumes in Vehicles Per Day	
	1992	1996
South Street to Elm Street	20,600	18,700
Elm Street to Route 192 (No. Maple Street)	16,400	18,800
Route 192 to Route 191 (Broad Brook Road)	No count	16,500
Route 191 to Taylor Road	17,800	18,500
Taylor Road to Somers town line	15,500	13,900

Source: Connecticut Department of Transportation

As the table indicates the level of traffic falls off substantially east of Taylor Road.

Traffic is an on-going concern through Hazardville Center. The highway here is four lanes with no center median. Access is not restricted. Traffic flow is regulated by six State owned traffic signals. There are sidewalks along the sides of the roadway. Most properties were observed to have the building set close to the street with parking in the rear. Newer, larger commercial buildings tend to have the parking in the front yard and limited landscaping.

Traffic volumes through the center of Hazardville on Route 190 (Hazard Avenue) were reported by Connecticut Department of Transportation during 1996 as about 18,800. The intersection at Hazard Avenue and South Road had an accident count of 11 over the three year period 7/94 - 7/97. The intersection at Hazard Avenue and Elm Street experienced 31 accidents over the same period. Hazard Avenue and Maple Avenue intersection had an accident count of 27. Hazard Avenue intersections at Broad Brook and Taylor Road had respective accident counts of 17 and 19.

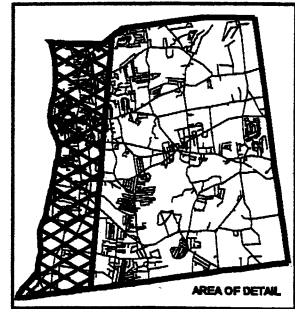
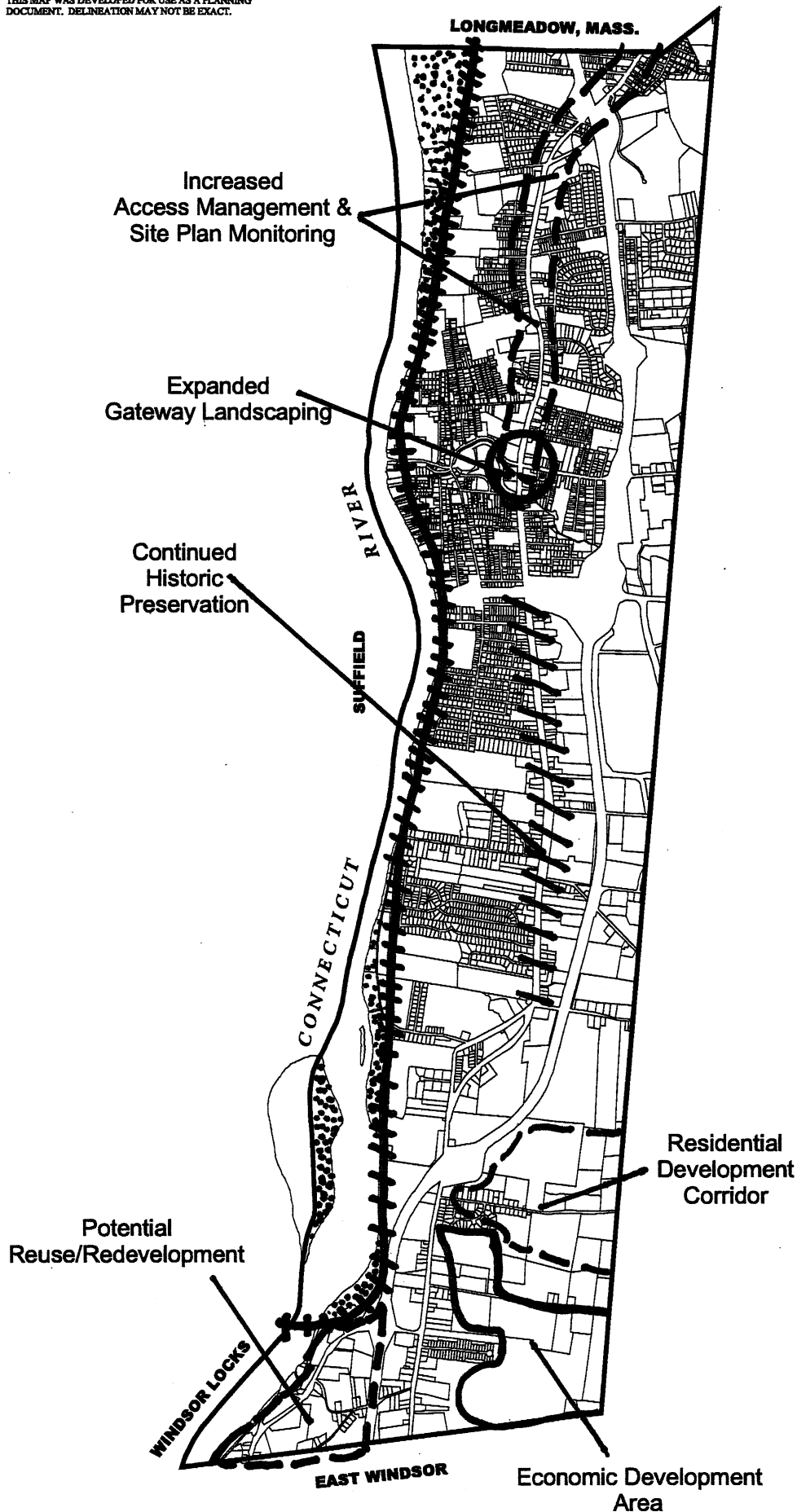
Long term traffic growth through the Route 190 corridor is linked to a significant extent to the growth of towns east of Enfield whose residents use Route 190 to access the interstate highway system. Therefore planning for the corridor must be coordinated with the Connecticut Department of Transportation planning for roadway enhancement or possible alternate routes to the east.

The State Plan of Conservation and Development designates the Hazardville Center location as a "neighborhood conservation area". Areas designated as such are significantly built up areas where the state proposes to support home ownership, improved energy efficiencies, historic preservation, removal of unsafe structures, improved delivery of public services, maintenance of residential continuity of the neighborhood and removal of environmental hazards. Among the state transportation policies is the proposal to consider traffic calming strategies, where appropriate and feasible, on state roads in rural community centers and historic districts, when bolstered by local land use controls.

Hazardville has been listed on the National Register of Historic Places. Traffic calming programs, then, may be applicable here. Whether such programs are feasible at ADT volumes over 18,000 cars

SOURCE OF BASE MAP:  
TOWN OF ENFIELD TAX MAPS AS DIGITIZED BY  
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## LEGEND

Corridor Boundary

## Route 5 Strategy Plan

Planning and Zoning Commission  
Town of Enfield, Connecticut  
Plan of Conservation  
and Development



HARRALL - MICHALOWSKI  
ASSOCIATES, Incorporated  
Hartford, Connecticut April 1999



is a matter for a detailed traffic study of the route and the impact of calming the traffic through the Hazardville section of the corridor on other sections of the highway. Such calming initiatives might be appropriate for local streets with access management initiatives more appropriate for Hazard Avenue.

It should be expected that a relatively low speed limit be enforced for traffic through the built up area of Route 190. The signals through Hazardville Center should be interconnected (if they are not) and there should be adequate provision for safe pedestrian crossing of the highway.

### **Historic Preservation**

Many of the properties located in Hazardville and Scitico were built in the earliest periods of Enfield's history and the Hazardville area was listed in the National Register of Historic Places in 1980. This area accommodated the Shaker community and its activities during the last century.

The 1987 Plan of Development set forth the specific objective of "preservation and revitalization of Hazardville, emphasizing its small town historic character". The proposals in that plan included designation of Hazardville as a Town historic district. It was also proposed to preserve and publicize historic areas and structures related to Hazard Powder Works. The municipal historic district designation has not been accomplished. The process of designation should be pursued in order to resolve this issue.

### **Commercialization Trends**

The 1965 Plan of Development showed a small general commercial area on Hazard Avenue between Maple Street and School Street with convenience commercial clustered at Hazard Avenue and Taylor Road. Most of the frontage was proposed as moderate density residential. Despite recommendations in the 1965 Plan for restricted commercial use, additional sites were subsequently zoned for business. These included a strip of properties just east of North Street and additional properties adjacent to the cluster proposed at Taylor Road. The 1987 Plan stressed containment of commercial activity within existing commercial districts, but additional expansion to the Hazardville commercial zoning has been made since 1987. The strip east of North Street has been extended further east. A new BG Zone was added just west of Randolph Street on the northside of Hazard Avenue and additional parcels were changed to commercial west of Taylor Road. As the land use along the roadway is increasingly commercialized it becomes less desirable as a residential area and pressure for further commercialization builds up.

The historic nature of Hazardville and the established architectural character and development pattern are reasons to consider drafting a special "Hazardville Center" zone district similar to the approach in Thompsonville. Such a district could be more permissive than the strictly residential

designation, but more restrictive than existing business zones. The purpose of the district would be to address the practical economic situation in the neighborhood, but limit commercial conversions to activities compatible with the area's historic architecture and development pattern.

### **Scantic River Linkage, Open Space**

The Scantic River runs through Hazardville and is an outstanding natural resource with exceptional recreation potential. It has been planned as a state park by the Connecticut Department of Environmental Protection and has been designated as a major recreation and open space corridor in Enfield's Plan of Development. Maintenance of Hazardville Center's small town character and linkage with the Scantic River greenway and recreational facilities would be a blend that would represent a very special quality of life area in Enfield. Existing open spaces help to define Hazardville Center. At the west end there is the town park and a cemetery. At Park Street there is an expanse of agricultural land and a glimpse to the Scantic River greenway. The agricultural site at the corner of Park Street and Hazard Avenue is not permanently protected open space. To maintain the definition of Hazardville Center by bracketing it with open space, consideration should be given to establishing some form of permanent open space preservation at this site. The method could be acquisition or some lesser method such as a conservation easement.

A portion of this location could be suitable for a community center. There has been some indication in the comments at public meetings and responses to community surveys that a community center facility similar to the LaMagna Center would be a desirable addition to serve the east side of Enfield. A site in Hazardville Center for such a facility would emphasize its role as a neighborhood center and create a recreation and social facility with a linkage directly across the street to state owned lands on the Scantic River.